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CLASSIFICATION

COUNTRY German (Soviet Zone)

REPORT NO.

TOPIC Jueterbog-Altes Lager Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 31 January 1951

REFERENCES

PAGES 3 # ENCLOSURES (NO. & TYPE)

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REMARKS

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1. The Jueterbog-Altes Lager (N 58/E 69) airfield was observed ☐ between 9 a.m. and 5 p.m. on 4 January 1951. The visibility was only 2.5 km but later the sky cleared. At 9:30 a.m., 18 single-engine, low-wing monoplanes were seen in front of closed hangars number 1 to 4. Three biplanes were parked in front of open hangar No 5 which was empty. (1) This hangar was probably the repair hangar since work was being done on the engines of individual aircraft in front of it up to and after 5 p.m.
2. The single-engine, low-wing monoplanes had an in-line engine, a three-bladed propeller, a single-strut landing gear slightly bent outward which retracted rearward after turning 90 degrees, and the wheels were fitted on the outside. The plane had thick double-trapezoidal wings and rounded wing tips. Two guns, about 30 to 35 mm, pointing to the front, were fitted at the side of the propeller disk, and one rotatable heavy machine gun operating to the rear was in the cockpit. The high cockpit had two seats in tandem. An antenna mast was on top of the front section of the cockpit and a small directional loop antenna was on top of the fuselage, just in front of the cockpit. The rump of the fuselage was small, the tail wheel rigid, the single rudder assembly spade-shaped, and the elevator assembly was in the shape of a double trapezoid. A pitot tube was on the right wing. The landing flaps extended from the ailerons to the fuselage. The cockpit braces were about 4 to 6 cm thick. The upper section of the plane was painted grass green, and the lower section light blue. The national insignia was on the fuselage, on the underside of the wings, and on the rudder assembly. There were different markings on the planes. (1)
3. There was continual flying between 9 a.m. and 3 p.m. on 4 January. The take-off point was set up near the flight control station with the control tower. A red fire truck, two or three tank trucks, three or four passenger cars and trucks, and about 60 to 80 men were at the take-off point.

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Flying observed included:

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- a. Formations of 3 planes flying in squadron formation. The planes flew at an altitude of about 1,500 meters. The flights lasted from 50 to 70 minutes. The take-offs and landings were made on the runway from which the snow was removed. More than half of the runway was used for the take-offs. After the landing, all planes taxied back to the end of the runway. All planes had a weapon pointing upward and to the rear, a red propeller hub, [REDACTED]

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- b. Local flights were made by a plane with extended landing gear. The plane had a red propeller hub, but no weapon pointing upward and to the rear, [REDACTED] There were, however, three vertical, white stripes on the fuselage. (2)
- c. Instrument flying with three aircraft. Circles were flown at an altitude of about 1,500 to 2,000 meters and about 8 to 10 km from the airfield. Sometimes the flights were made above the thin cloud layer. One plane had a white propeller hub, but no weapon pointing upward and to the rear, [REDACTED] The leading edge of the rudder assembly was painted white. (2)

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4. Radio installations observed at the field included:

- a. An antenna mast, about 7 to 9 meters high and braced on all sides, located about 350 meters north of the western end of the runway. Two trucks were next to the mast. There was a woods just north and west of the mast.
- b. Four masts approximately 5 meters high and arranged around a wooden cabin about 2 meters high, located on the southern edge of the field.
- c. Several construction sheds of the firms which had constructed the buildings at the field, were east of the railroad line, in the eastern extension of the runway. They were about 350 meters from its end. One of these temporary buildings was occupied by a detail of about 6 to 8 men who wore blue epaulets. On top of this building was a rod antenna about 3 to 4 meters high, probably a radio installation serving as a landing beacon.
- d. A radio truck, which had a rod antenna about 3 to 4 meters high, was approximately 300 meters south of the eastern end of the runway. (3)

5. Some narrow-gauge railway tracks and 12 or 14 dumpcars were seen at the western end of the runway. A small hill, about 4 meters high in the extension of the runway, was being leveled. A strip of forest about 350 meters farther west was being cleared. It was about 300 meters long. (4) Building material and equipment of the construction firms was still stored on the eastern edge of the field.

6. The row of spotlights, previously seen along the northern edge of the runway, was no longer there.

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7. The dump, probably an underground fuel dump, in the southeastern corner of the field, was fenced-in and guarded by a sentry. A spur track led to the dump. Two sentries were posted near the building materials on the eastern edge of the field. The two-story house on the southern edge of the field, which was evacuated by civilians, was now occupied by the guard detail of the field.
8. Two spur tracks led to the field. A train of 22 boxcars and one passenger car, without a locomotive, was on the classification track of the Altes Lager railroad station. Approximately 12 soldiers were standing there. They wore red-bordered black epaulets. Seven motor vehicles, including truck [redacted] loaded with coal, radio truck [redacted] and truck [redacted] were seen at the entrance to the field. (5) A truck [redacted] was seen at the field.

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Comments.

- (1) The number of aircraft observed does not indicate the total occupation of the field. Other aircraft were probably parked in the four hangars. The description of the single-engine, low-wing monoplanes indicates that they are IL-10s. According to the observation [redacted] of 11 January 1951, two ground attack regiments are stationed in Jueterbog. For layout sketch of airfield [redacted]
- (2) The same aircraft [redacted] markings were previously observed on aircraft of the ground attack regiment stationed in Staaken in the summer of 1950. Most aircraft of this regiment, however, had the upper edges of their rudder assemblies painted red. The markings reported in paragraphs 2b and 2c have not been previously observed. The two regiments stationed in Jueterbog had the upper edges of the rudder assemblies painted red or blue. It is possible that the markings have been changed.
- (3) The radio installations are reported for the first time. The installation in paragraph 4b seems to be Adcock DF. Another [redacted], in addition to the fighter units, the ground attack units rely on DF stations to establish their positions. The radio installation in paragraph 4c is possibly a landing beacon. To date, landing beacons have only been seen on airfields occupied by fighter units.
- (4) Since the clearing of the strip of woods is not necessary for the flying of the aircraft with which the ground attack regiments are now equipped, it is believed that either the ground attack regiments are to be equipped with other types of aircraft, or the airfield is to be prepared for future use by other units.
- (5) [redacted]

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